

Notes-by-the-Way

Canadian Government Railways



Lines - Montreal and East

40.00
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[1916]

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NOTES BY THE WAY

FROM MONTREAL
TO THE MARITIME
▲ ▲ PROVINCES ▲ ▲



CANADIAN GOVERNMENT RAILWAYS

To The Reader

¶ The following notes have been prepared with the idea of giving passengers and prospective travellers over the Canadian Government Railways, Montreal and East, such information, in condensed form, as may be considered of general interest that "they who ride may read."

¶ Only those who have gone over the ground can realize the vast latent natural wealth of this portion of the Dominion. There has been a steady industrial, commercial and agricultural growth in Eastern Quebec and the Maritime Provinces, which has not perhaps received the public attention it deserves, and while the material resources are only briefly mentioned here and there in "Notes By The Way," yet it may serve some good purpose in the direction aimed.

¶ The summers from May to October are probably as enjoyable as those in the most favoured part of the world that may be chosen for comparison. Sea-shore, forest and stream, sunny skies, delightful temperature, invigorating air combined with an endless variety of picturesque beauty, Eastern Canada is becoming more and more what nature evidently intended it should be—a land of Re-creation.

NOTES BY THE WAY

FROM MONTREAL TO THE MARITIME PROVINCES via

CANADIAN GOVERNMENT RAILWAYS

THE PROVINCE OF QUEBEC

Mls. from
Montreal

Area 706,834 square miles—Canada's largest Province, much larger than five United Kingdoms. Population 2,003,000.

- 0 **Montreal** Alt. 48.3 Population 563,000, the commercial metropolis of Canada and sixth largest city in North America. Beautifully situated at the foot of Mount Royal on an island in the St. Lawrence River, about 700 miles from the estuary of that mighty artery through which pulsates so large a portion of Canada's commercial life. The city is built on the site of the ancient Indian village of Hochelaga, first visited by Jacques Cartier in 1535. Over 250 years ago the early French navigators established a trading post for furs here, and it was the last section of French Canada to pass into the possession of Great Britain in 1760. At the head of ocean navigation, with command of one of the three water routes by which the products of the West can reach Europe, Montreal has seven miles of fine wharves of masonry, vast warehouses and grain elevators, and the largest floating dry dock in the world. Big transatlantic steamers call here regularly from ports in Europe during the season of navigation and the harbour has won its place amongst the most important of the world, both as regards the sufficiency of the equipment and the extent of the business done. Numerous railway lines make Montreal a centre for a vast and constantly growing traffic. Montreal is a city of great enterprises, where mighty results are achieved, with a record for stability equal to that of any of the great cities of America, and is advancing year by year to a still greater future. Beside its commercial greatness, the city has the additional charm of historic attractions, and there are many places of interest which link the present with an eventful past. With imposing public buildings, universities, educational institutions, magnificent churches, fine business blocks, substantial manufacturing establishments, splendid hotels and handsome residences, the city possesses all that is calculated to make a city attractive. Evidences of prosperity and wealth are everywhere.

All Montreal Canadian Government Railways' trains use the Bonaventure Union Depot. The "Maritime Express" takes care of passengers arriving Montreal in the morning and desiring a through connection to the Maritime Provinces, and the "Ocean Limited" departs in the evening after arrival of day expresses from the West.

- | | | | |
|-----|--------------------------|---------|--|
| 1.5 | St. Henri | Alt. 61 | Montreal is not left behind until after St. Henri and Point St. Charles are passed, and the Victoria Jubilee Bridge over the |
| 3.6 | Point St. Charles | " 52.5 | |
| 6.3 | St. Lambert | " 73.9 | |

NOTE:—Populations here shown are based on the last census (1911). Rapid increase has undoubtedly taken place in some centres. For instance, Montreal claims a population of 700,000; Moncton, N.B., 14,000; St. John, N.B., 60,000, and so on.

Mls. from
Montreal

- St. Lawrence River to St. Lambert crossed. This magnificent bridge was opened in 1898, replacing the old Victoria Tubular Bridge, around which it was constructed with little interference of traffic. It is one of the largest in the world, being a mile and a quarter in length, with 25 spans, 242 feet in length (centre span 330 feet), resting on 24 piers. The bridge is 65 feet wide with double railway tracks, electric trolley tracks and a broad drive-way. The cost was two million dollars.
- | | | | |
|------|-------------------------|-----------|----------------------------------|
| 10.1 | St. Hubert | Alt. 90.0 | At. Beloeil one of Canada's |
| 14.9 | St. Bruno | " 80.9 | historic rivers is crossed, the |
| 17.2 | St. Bazile | " 62.0 | Richelieu. It was Champlain, |
| 21.1 | Beloeil | " 63.0 | the first of white men who came |
| 22.2 | St. Hilaire | " 83.3 | south by this route from the St. |
| 23.0 | St. Hilaire East | " 99.5 | Lawrence in 1609, with his ready |
| 28.2 | Ste. Madeleine | " 117.0 | diary, to see the "great lake, |
- its fair islands and fine coun-tries," to fight the Iroquois, and to leave an imperishable monu-ment to his adventurous career—Lake Champlain. The Richelieu has figured in most of the important North American wars since that date. Explosives are extensively manufactured at Beloeil.
- Of the various lines of railway between Montreal and Quebec the route of the Government Railway has the shortest mileage.
- 35.7 **St. Hyacinthe** Alt. 109.0 Population 11,000, a very desirable place of sojourn and residence. Several large and important industries. St. Hyacinthe-built organs are known throughout Canada. Educational and religious institutions are particularly noticeable for their beautiful buildings. St. Hyacinthe is an important railway centre, the Grand Trunk Rai'y running from here to Portland, etc., the Quebec, Montreal & Southern to New England points and New York.
- | | | | |
|------|--------------------------|------------|-----------------------------------|
| 37.6 | Ste. Rosalie Jct. | Alt. 111.0 | Until Ste. Rosalie is reached the |
| 42.5 | St. George | " 203.0 | route of the Government Rail- |
| 44.0 | St. Edward | " 234.0 | ways is over tracks jointly owned |
| 48.4 | Bagot | " 239.0 | and used with the Grand Trunk |
| 53.6 | St. Eugene | " 274.0 | Railway. From here the Can- |
| 55.1 | Duncan | " 299.0 | adian Pacific Railway runs to |
| 59.9 | St. Germain | " 262.0 | St. Guillaume and Farnham. Ste. |
- Rosalie is the junction point for interchange of freight traffic between the Government Railway lines and its western connections. Topographically the Govern-ment Railway from Ste. Rosalie to Levis is as near an air line as the physical conditions of the country will permit, as may be judged from the fact that in the 115 miles there are 106 miles of tangents.
- 64.4 **Drummondville** Alt. 288.0 Population over 2,000. On the St. Francis River, named in honour of Sir George Drummond, the hero of the battle of Lundy's Lane in the war of 1812. Electric power, generated from Lord's Falls of the St. Francis, is used by the various manufacturers. This power, which has only been partially developed, can be increased as requirements demand. Drummondville lies between

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Montreal

69.0	St. Cyrille	Alt. 284.0
71.7	Carmel	" 304.0
76.3	Mitchell	" 236.0
77.7	St. Perpetue	" 234.0
82.6	St. Leonard Jct.	" 243.0

two rich farming districts, St. Germain on the west and St. Cyrille on the east, but they are only part of what has long been recognized as a rich agricultural region. Dairy farming in particular is carried on with great

success, and a partial evidence of this is found in the fact that boxes of cheese by the thousands are handled by the railway in the course of a year. Active lumber operations are carried on in this vicinity, and large shipments of pulp wood are made from these stations. At Drummondville the Government Railway crosses a branch of the Canadian Pacific Railway.

- 97.3 **Nicolet** Alt. 74.0 Population 2,600, the terminus of a branch line fourteen miles from St. Leonard Jct., is a typical French-Canadian town with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

A century ago, in the fierce days of the French Revolution, when a vandal mob trampled under foot all that savoured of culture and refinement, great havoc was wrought in the world of art. They sacked the palaces and destroyed works which centuries of labour would not suffice to replace. Paintings which had been the triumphs of world-famous artists were thrown into the streets to be trodden under foot. Others were torn from the walls and rolled up in bundles to be sold for enough money to buy



On the Nicolet River

Mls. from
Montreal

drink. A drunken *sans culotte* would stand at a street corner and auction a roll of paintings as if it were so much old carpeting. Some of the clergy, not without difficulty and danger to themselves, managed to secure a number of these rare works and had them sent to Quebec, where most of them remain to this day. Nicolet, through some favour, was able to secure a few of them for its own parish church, and thus it is that in this town are paintings which were once among the glories of the most cultured city in the world.

86.8	St. Wenceslas	Alt. 292.0	For miles the railway runs
90.6	Aston Jct.	" 288.3	through a forest, a good hunt-
95.7	Daveluyville	" 289.2	ing territory. At Aston Junction
98.6	Lavergne	" 298.0	the Government Railway
102.0	Lemieux	" 299.4	crosses the line of the Grand
110.0	Manseau	" 310.0	Trunk Railway to Arthabaska.
116.2	Villeroy	" 394.1	At Villeroy the Lotbiniere &
122.5	De Lotbiniere	" 391.3	Megantic Railway runs to St.
133.1	Laurier	" 369.5	Jean des Chaillons and to Lyster.
141.0	St. Apollinaire	" 323.1	Evidences of the importance of
149.8	St. Nicholas	" 265.0	the lumber industry are to be
153.2	Chaudiere	" 236.1	seen everywhere, and there is
153.7	Chaudiere Jct.	" 235.1	much exportation of pulp
154.3	Chaudiere Curve	" 232.5	wood. Further along at De
158.1	St. Romuald	" 70.9	Lotbiniere and Laurier excellent
160.0	Hadlow	" 18.9	farms are seen, this being a
161.5	Point Levis	" 16.8	good dairy district. At St.
			Apollinaire there is also good



The Falls of the Chaudiere River

Mls. from
Montreal

farming, and this part of the country has a fame for the quality of its cheese and potatoes.

At Chaudiere Jct., where there is a connection of the Canadian Government Railways with the Grand Trunk for Sherbrooke, Lennoxville and Portland, Me., a glimpse of the beautiful Chaudiere Falls is obtained, but these require a special visit before their full charm may be seen and understood. The Chaudiere River is less than 400 feet wide at the falls, and as the water is forced over the rocky precipice three divisions are made in the face of the cataract, which unite as they near the bottom of the descent, 130 feet below.

At Chaudiere Curve is the branch connecting with the new St. Lawrence Bridge, now nearing completion, and which when built will form the connecting link between the Government Railway lines on the north side of the river with those on the south.

THE QUEBEC BRIDGE

In its general dimensions, as well as in the enormous size and weight of the structural members composing it, the Quebec Bridge surpasses any other structure of the kind ever erected. The one bridge structure in the world that approaches it in magnitude is the famous Firth of Forth Bridge in Scotland, the main channel span of which is nearly 100 feet shorter than that of the Quebec Bridge. Both structures are of the cantilever type. The channel span of the Quebec Bridge, measured between centres of towers, is 1,800 feet. The design and fabrication of the steel for the structure therefore presented engineering problems for which no precedents existed, and the first attempt to build the bridge, made by a private company, resulted in 1907 in a collapse of the structure in which many lives were lost. Following that catastrophe, the Dominion Government took over the work, and a year later undertook the construction of the bridge. The present bridge is on the same site as the original structure, but owing to an increase of 21 feet in the width between trusses and to a considerable increase in the weight of the superstructure, new piers were necessary, and these were built immediately south of and adjacent to the original piers. The two main piers alone contain approximately 60,000 cubic yards of masonry, and cost in the neighbourhood of \$1,500,000. One of these piers goes to a depth of 60 feet below the bed of the river, and the other to a depth of 80 feet. In the erection of the bridge the anchor arms, which lie between the main piers and the shore, were constructed on steel false work, while the cantilever arms are being built out over the river without falsework by the cantilever method. The 640 ft. suspended truss to connect the cantilever arms will be built on shore, floated into position on pontoons, and then raised by powerful jacks and connected with the cantilevers. For the erection of the heavy bridge members, two travelling cranes, one working on each side of the river, are used. Each traveller weighs about 1,000 tons, and is equipped with two hoisting machines each capable of lifting 100 tons. The principal feature of the travellers is a tower that stands 200 feet above the floor of

Mls. from
Montreal

the bridge. Supported on top of the tower are cranes through which the lifting lines are worked. All the machinery on the travellers is electrically operated. To avoid bringing uneven stresses on the partly completed structure, similar members on the two sides of the bridge are lifted by the cranes and erected simultaneously. The total length of the bridge between abutments is 3,239 feet.

Chaudiere Curve is the junction point of the southern route, formerly known as the Transcontinental, with the main line of the Government Railways, the Intercolonial. The southern route runs by way of Monk, Q., Edmundston, N.B., St. Leonard, N.B., Grand Falls, N.B., Chipman, N.B., to Moncton, N.B., and has opened up a country rich in agricultural, lumbering, and sporting possibilities.

- 162.3 **Levis** Alt. 16.0 Population 8,000, a busy place, with many fine educational and religious institutions. The work upon the new graving dock is making rapid progress. When completed this dock, 1,150 feet in length, will be the largest in the world, capable of docking any ship in the British navy or the largest steamer now afloat. Millions of dollars have been spent by the Imperial Government in fortifications that crown the heights. Levis is the Government Railways' station for Quebec. The Grand Trunk Railway and the Quebec Central Railway also use this station. A regular ferry service across the St. Lawrence is maintained. Pending the completion of the Quebec Bridge, the S.S. "Leonard," a powerful car ferry, specially built and designed for transporting standard passenger and freight



Quebec and the River St. Lawrence

Mls. from
Montreal

trains between Levis and Quebec at all seasons of the year, is performing the service.

Quebec Alt. 19.0 Population 80,000, is unique among the cities of the continent of North America from its age and interesting historic associations. Everywhere are monuments of eventful history, places about which volumes have been written to tell only a small part of their romance. There is place after place in Quebec where one may step out of the bustle of to-day back into the seventeenth century. It is the old and the new to-day being always side by side with the past. Quebec is most picturesquely situated on the base and summit of a lofty crag projecting into the St. Lawrence. It was discovered by Cartier, who spent the winter of 1535 at the base of the cliffs, and was soon afterwards made a trading centre for furs by his compatriots. As the settlement grew, fortifications were constructed, and the town became the stronghold of French Canada, and so remained until captured by Wolfe's forces in 1759. The magnificent Chateau Frontenac is every summer filled with guests from all over the world, as also are the other hostelries. From the Citadel, which crowns the summit of the cliff, and from Dufferin Terrace, the esplanade at the base of the Citadel, a view of indescribable beauty is obtained. Trolley cars carry passengers to the various places of interest, such as Montmorency Falls, and to Ste. Anne de Beaupre, Canada's most famous Shrine, where thousands of afflicted persons journey every year. The large and handsome Redemptorist Church, with its costly furnishings and beautiful paintings, contains pyramids of crutches near the entrance doors as evidences of the miraculous cures that have been made at the Shrine.

Quebec is also a city of very great business importance, being the terminal point for the Transatlantic Mail steamers during the summer season of navigation, a large portion of the exports and imports of the Dominion pass through the port, while as a wholesale distributing centre the city is advantageously situated and well established. There are many important and varied industries.

The line of the Transcontinental Railway, now part of the Government Railways, runs from Quebec to Winnipeg, a distance of 1,350 miles, the shortest rail route between those cities. For information regarding this territory, see "Notes by the Way," lines Quebec and West.

164.5	St. Joseph	Alt. 87.8	For the next two hundred miles
167.0	Harlaka Jct.	" 240.0	or so after the departure from
175.9	St. Charles Jct.	" 296.2	Levis, the traveller passes through
182.4	La Durantaye	" 170.8	a purely French-Canadian country.
185.7	St. Valier	" 155.5	One after another the typical
190.8	St. Francois	" 133.6	villages come into view, with
194.1	St. Pierre	" 130.9	their long, narrow farms, their
			low-lying buildings and quaint

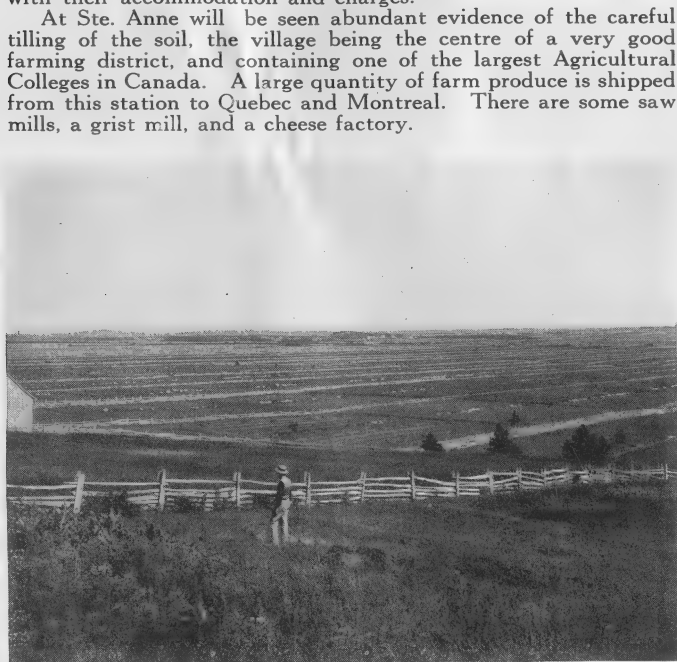
cottages, built to be delightfully airy in the summer and yet to withstand the keen cold of winter. In every village is seen the parish church, usually a substantial edifice of stone, while here and there a large cross on some distant hill stands out in bold relief against the sky.

Mls. from
Montreal
199.0

Montmagny Alt. 53.8 Population 3,000, the centre of extensive lumbering operations. There are several well-equipped saw mills and agricultural implements are manufactured here. The village, extending to the St. Lawrence, is quite picturesque, and there are fine drives, especially along the shore road to other villages pleasantly situated by the river.

205.9	Cap St. Ignace	Alt. 129.1	The real attraction of the several villages now passed does not appear when seen from the car windows, but on the shores of the St. Lawrence some five to six miles distant there are places which have enjoyed favour for many years as summer resorts. At L'Islet, for instance, there are many summer homes, and
209.1	L'Anse a Giles	" 117.3	
212.4	L'Islet	" 103.2	
216.6	Trois Saumons	" 99.1	
220.8	St. Jean Port Joli	" 176.0	
224.7	Elgin Road	" 162.8	
228.6	Ste. Louise	" 119.7	also at St. Jean Port Joli. The Government Railways issue a special publication, "Summer Excursion Fares," containing summer passenger fares to the principal summer resorts reached by their lines. It also includes a list of hotels and boarding houses, with their accommodation and charges.
236.0	Ste. Anne	" 100.7	
240.2	St. Pacome	" 53.7	

At Ste. Anne will be seen abundant evidence of the careful tilling of the soil, the village being the centre of a very good farming district, and containing one of the largest Agricultural Colleges in Canada. A large quantity of farm produce is shipped from this station to Quebec and Montreal. There are some saw mills, a grist mill, and a cheese factory.



Long Narrow Farms

Mls. from
Montreal
242.1

Riviere Ouelle Jct. Alt. 46.4 From Riviere Ouelle Junction a branch line of the Government Railways runs to Riviere Ouelle

Wharf, where steamer connection is made for Murray Bay, Cap a l'Aigle, Ste. Irene, the objective points for many summer tourists. Murray Bay is one of the most delightful of the many beautiful summer resorts on the River St. Lawrence, but the interest which centres there is not that of beautiful scenery alone. History, tradition, legend and folklore all contribute their full share. Long before Cartier sailed up the St. Lawrence, Indian warfare had left its mark of centuries of strife and bloodshed upon the shores. The golf course at Murray Bay has an international reputation.

The summer resorts of the Lower St. Lawrence have so increased in favor as to demand special train arrangements. During the season, the "St. Lawrence Special," a solid train of vestibule sleeping cars, is run from Montreal to Metis Beach, special sleepers being assigned to passengers for Murray Bay, Cacouna and Metis Beach.

245.8	St. Philippe de Neri	Alt. 143.2	From the car windows, long,
251.7	St. Paschal	" 192.1	narrow farms, with their
254.9	Dessaint	" 300.9	quaint cottages and low-
257.2	Ste. Helene	" 318.4	lying out-buildings, will have
260.9	St. Andre	" 345.2	been noticed. The explanation
265.3	St. Alexandre	" 369.0	of their peculiar form is
271.0	Old Lake Road	" 349.4	simple enough when it is

understood that these farms,

originally of fair width, have from time to time been divided among heirs by the simple process of running the lines from front to rear, so as to give each a share of frontage on the highway. In some instances this has made the strips very narrow. The people of this part of Canada are industrious, peaceful and plain in their tastes. All speak their mother tongue, and are fervent adherents to their mother church. In these particulars they are very much as were their forefathers of early Canada, but evidences are plentiful that they have kept pace with modern methods of farming and conducting business.

277.0	Riviere du Loup	Alt. 314.5	Population 7,000. Riviere du Loup is an important railway centre, being a divisional point on the line of the Canadian Government Railways. The Temiscouata Railway runs from here to Edmundston and Connor's, N.B. Riviere du Loup, which is incorporated as the town of Fraserville, extends to the mighty St. Lawrence, here like a broad sea with all its possibilities—bathing, boating and fishing, with shooting in the proper season. There is good summer hotel accommodation. Apart from its own attractions it is a convenient centre from which one may go to various points, either on the river or in the forest, where fish and game abound. Near the railway the waters of Riviere du Loup have a descent of over 200 feet by a succession of falls making their way over a rocky gorge. The town has several large and important industrial establishments and is a centre where a great deal of business is transacted.
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Mls. from
Montreal

On the opposite side of the St. Lawrence is Tadousac, at the mouth of the wondrous Saguenay River, which has been described as one of Nature's most remarkable works in a continent where Nature's wonders abound. A regular steamship service is maintained between Fraserville Wharf and Tadousac and other points on the north shore of the St. Lawrence.

- 282.6 **Cacouna** Alt. 245.7 From Cacouna Station it is an easy drive to the famous Cacouna Beach, one of the most charming of all the beautiful resorts along the St. Lawrence shore. Good hotels provide ample accommodation for summer visitors, and Cacouna annually enjoys the patronage of the best class of tourists. It is close to the shore, overlooking a stretch of sand beach a mile long. The sea bathing is splendid, the water being of an agreeable temperature. The golf enthusiast may here enjoy the game. There are many private cottages owned by wealthy residents of Montreal and Quebec. The advantages of Cacouna as a health resort are beyond dispute.

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|-------|-----------------------|------------|--|
| 284.7 | St. Arsene | Alt. 275.0 | At Isle Verte and Trois Pistoles the surroundings will be found very attractive, the villages extending back to the river and containing many of the charms such as summer pleasure seekers wish for. Some excellent farms may be seen in this vicinity. The drives are very fine. |
| 293.2 | Isle Verte | " 109.0 | |
| 297.7 | St. Eloi | " 139.2 | |
| 300.9 | Tobin | " 70.1 | |
| 304.1 | Trois Pistoles | " 114.6 | |
| 312.6 | St. Simon | " 300.6 | |
| 322.5 | St. Fabien | " 446.1 | |



The Falls of the Riviere du Loup

Mls. from
Montreal
331.8

Bic Alt. 81.7 A beauty spot of the St. Lawrence is reached in Bic. "Bic the Beautiful" it has been termed, a most appropriate title. It is a village by the shore, with mountains separating it from the country beyond. The railway winds through the mountains, passing through cuttings blasted in the rock. On one side the cliffs tower 250 feet above the passing train. On the other side is a magnificent panorama of bay, river and islets. The St. Lawrence is here 25 miles from shore to shore, rapidly widening in its journey towards the sea. Bic is one of the finest natural watering places on the St. Lawrence. Pleasant beaches and clear, salt water tempt the bather, the placid surface of the mighty river invites the boatman, and beauty everywhere calls the idler forth from his resting place to drive or ramble in its midst. Hattee Bay is a delightful spot not far from Bic.

338.1	Sacre Coeur	Alt. 22.0	Rimouski, population 3,100, is quite
342.3	Rimouski	" 77.8	a live town and the country back of
347.0	St. Anaclet	" 96.3	it well adapted for agriculture. The
352.2	St. Luce	" 175.8	lumber business is also brisk. There

are several summer places at the shore of the broad St. Lawrence, and there is ample opportunity for boating and bathing. Mails from inward bound ocean liners are landed here. A long pier extending from the shore out to deep water affords an excellent promenade on a fine summer day. At Father Point there is a telegraph and signal station in connection with ocean steamers.

360.3	Mont Joli	Alt. 262.6	Population 2,200. Mont Joli is a rail- way divisional point of the Government
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Bic the Beautiful

Mls. from
Montreal

Railways, and also the junction for the line of the Canada & Gulf Terminal Railway going to Metis Beach and Matane. Several wealthy Canadians have summer homes here, and there are good hotels to accommodate summer visitors. The river St. Lawrence here is magnificent in its grandeur, the outlines of the opposite shore being only as a faint line upon the horizon. The salt waves roll in on a beach four miles long, hard and smooth, and safe for bathers. In recent years Matane has been much in evidence as a popular seaside resort, and its outlook for future development in this respect is most promising. The natural advantages of this part of the coast are meeting with more and more appreciation. Grand Metis Falls are reached by driving from St. Octave, about three miles. The height of the falls is about 100 feet and the sight is a most imposing one. The golf course at Metis Beach is considered one of the best in the Province.

At Matane, lumbering is the principal industry, and there are several finely equipped mills that have a large annual output of sawn lumber.

365.6	St. Octave	Alt. 387.1	From Levis to Mont Joli the railway follows the course of the St. Lawrence, it now turns south to the Valley of the Matapedia and has to climb the hills, and between St. Moise and Val Brilliant it reaches a height of 751 feet above sea level—the highest point on Government Railways east of Montreal. At the
369.4	Petit Metis	" 566.6	
374.2	Padoue	" 713.0	
382.2	St. Moise	" 644.5	
389.7	Sayabec	" 581.1	
396.3	Val Brilliant	" 536.7	
404.6	Amqui	" 532.0	
410.2	Lac au Saumon	" 503.0	
418.0	Causapsal	" 454.0	



On the Broad St. Lawrence

Mls. from
Montreal

424.5	Ste. Florence	Alt. 353.7
431.5	Routhierville	" 280.1
435.0	Milnikak	" 232.0
442.8	Millstream	" 140.8
447.3	St. Alexis	" 98.1

stations here named are evidences of the lumbering industry.

Beyond the village of Sayabec is Lake Matapedia, a beautiful sheet of water which gives birth to the famous salmon stream that flows

from here to its junction with the Restigouche.

Amqui, in the midst of a good agricultural district, is growing in importance. It is a favourite centre for sportsmen, there being excellent fishing in any of the several lakes in the vicinity, and the best of big game hunting in the fall. There is good hunting and fishing at Causapscal also.

- 452.6 **Matapedia** Alt. 54.0 Shortly after leaving Causapscal, the route is through the Matapedia Valley, following the course of the river for over twenty-two miles. Through a beautiful valley the Matapedia winds in graceful curves, singing the music of the waters as it goes. In the miles of its course followed by the Government Railways, it has hundreds of rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape which mountains can assume. In some places in the Matapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley. All kinds of foliage and all shades of Nature's colours are upon the hillsides, and in the autumn, when the grand transformation of hues takes place, the



The "Ocear Limited"—Matapedia Valley

Mls. from
Montreal

effect is magnificent beyond description. Switzerland lives in miniature amid the mountains, while England and Scotland are around the lakes, streams and springy heather.

The Matapedia Valley is now attracting settlers. New villages may be noted here and there—the French-Canadian being recognized as a pioneer without an equal in a land requiring clearing and developing.

At the junction of the Matapedia River with the Restigouche is Matapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of which are men to whom money is no object in the carrying out of their ideas. The club is composed to a large extent of wealthy residents of New York and other cities of the United States, who are willing to pay well for what has been termed the "Sport of Kings." This part of the Matapedia is a place of singular beauty, and the charm of the scenery of mountain, valley and winding river never fails to awaken a responsive chord in those who love the artistic.

From Matapedia the line of the Quebec Oriental Railway runs to Gaspé Peninsula.

THE GASPE PENINSULA

Gaspé Peninsula has been described as a huge finger reaching out from the continent into the Gulf of St. Lawrence. In straight-away measurement, it has a length of about 120 miles and a breadth of some 90 miles in the widest part, with a total area of over 10,000 square miles. The Gaspé fisheries are regarded as the richest in the world. For centuries hardy fishermen have taken their annual toll in vast catches of codfish, and still there is no sign of depletion. Fishing and farming are frequently said to be industries which do not flourish side by side. However true this may have been in the past, it is only now partly true as regards Gaspé, for the fisher folk have discovered that those who sow may also reap, and while still following their chosen vocation they find time to raise good crops of potatoes and vegetables for their own use, and the finest of fodder for their cattle and horses. Practically the whole of the Peninsula is a fish and game preserve. The connection of the Quebec Oriental Railway at New Carlisle with the Atlantic, Quebec & Western Railway, making a through line from Matapedia to Gaspé, has led to some very encouraging agricultural and industrial development, and at many places the land is being cleared and tilled, while lumbering is being carried on with increased vigour. The railway offers convenient access to the settled portions of Gaspé, although some of the villages by the shore are a few miles distant from the nearest station.

Connections can be made from Campbellton by stage to Cross Point. Not far from this point in the estuary of the Restigouche was fought the last of the naval engagements, which were the prelude to the final fall of Quebec. Nouvelle, Carleton, New Richmond and New Carlisle are well-known summer resorts. Paspébiac is the headquarters for the great fishing houses of Robin Jones & Whitman, and Le Boutillier Bros., who export immense quantities of dried and cured fish. Port Daniel has a fine harbour which is a haven for a large fleet of fishing boats. Newport is also a centre for the fishing industry.

Mls. from
Montreal

Chandler, a town which has sprung into being within the past few years, owes its existence to the St. Lawrence Pulp & Lumber Corporation. Their timber areas extend over 640 square miles, and upwards of 1,000 employees are on the pay rolls of the company.

Perce and the Rock.—Perce has been described as the “most dramatic spot in the Gaspé Peninsula where the powers of description fail.” The land pushes out into the bay in lines of lofty red sandstone cliffs, with the restless sea eternally gnawing at their base. The village, which has excellent hotel accommodation, is in an undulating valley between the mountains and the shore cliffs, and in every direction there is a glorious panorama of verdant slopes, contrasting harmoniously with the soft red of the cliffs and their varying shades of yellow and green.

The great diversity of the scenery and the peculiarity of its geological formation make Perce a place of great interest to many summer visitors, and for years it has been the objective point of scientists, literary men and artists. In the wonderful atmosphere of this part of the Gulf, the distinctness with which objects are presented to the view is surprising. The rock is an island block of reddish conglomerate and sandstone, 1,500 feet long and 300 feet in width, and rising out of the sea with perpendicular cliffs 286 feet high. Near the outer end is another smaller rock rising just as abruptly and to almost as great a height, with a clear channel separating the two. This is merely the outer pillar of what was once a natural arch, mentioned in the narratives of the early explorers, who described the rock as having three arches.



Perce and the Rock

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Only one remains, and at high water it is possible to pass through it in a good sized boat with full sail set. Thousands of gulls and cormorants nest on the rocks and make a lively commotion during the day, with only a slight diminuendo during the night. This noise, however, serves a good purpose, for no friendly beacon could be more welcome to the mariner than the warning cries of the birds that out of the darkness, fog and mist proclaim the whereabouts of the rock and the dangerous reefs that encircle it.

Gaspe Bay and Basin.—Gaspe Bay is sixteen miles in length, and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspe Basin, forming one of the finest harbours in America.

Gaspe Village is gloriously situated on the lofty hills overlooking the Basin, and is a place of manifold attractions for the summer visitor who loves recreation and quiet where there is plenty of boating, deep sea fishing and bathing, with pure and tonic air. Some excellent salmon and trout fishing on the St. John River is controlled by the proprietor of Baker's Hotel, who can thus provide guests with some good sport, and furnish them with guides and canoes. The hunting season in this part of Quebec is from September 1st to January 1st. Moose, caribou, deer and bear are plentiful, and the country back of the Gaspé Hills is their natural abode.

Here, too, is historic ground with which the names Jacques Cartier and Wolfe are associated.

Gaspe will also have a place in the greatest war of history, for it was within the security and vastness of its marvellous basin, in



Gaspe Basin

Mls. from
Montreal

October, 1914, there rode that magnificent fleet of many transports and war vessels, which carried the first Canadian Contingent, thirty and odd thousands of soldiers, with their horses, guns and equipment to Europe, where they were destined upon many battlefields to bring undying lustre and fame to the Dominion of Canada.

THE PROVINCE OF NEW BRUNSWICK

Area 27,985 square miles. Population 352,000. The largest of the three Maritime Provinces.

New Brunswick is essentially a lumber province. The Provincial Government own over 10,000 square miles of timber lands, which are leased under certain conditions to lumber operators. About six and a half million acres also owned by the Province are now under license. On crown lands alone, during the year 1915, over 290,000,000 superficial feet were cut for the manufacture of deals, boards, laths, shingles, besides a large quantity for sleepers, posts, telegraph poles, and pulp and fire wood, resulting in a revenue to the Province of \$423,000.00 from stumpage dues. The principal wood is spruce. Other trees are fir, tamarack, cedar, maple, elm, birch, ash, butternut, poplar, hemlock, and the products of the forests are shipped to the home, American, European and other foreign markets.

The North Shore

From Campbellton to the Miramichi is colloquially known as the "North Shore." It is here that the large and finely equipped mills are situated. The estimated manufactured output for the year is approximatively:—

Campbellton.....	90,000,000 feet.
Dalhousie.....	6,000,000 "
Bathurst.....	55,000,000 "
Newcastle.....	105,000,000 "
Chatham.....	40,000,000 "
Eel River, Charlo, New Mills } Jacquet River, Belledune.. }	36,000,000 "

Fisheries.—The fisheries of the North Shore are of immense value, for the fiscal year 1914-15 being estimated as reaching nearly \$5,000,000. Salmon, cod, lobsters, haddock, hake, pollock, mackerel, shad, smelt, halibut, oysters, clams, are the principal catch. Chatham, Loggieville and Dalhousie are the chief centres for packing and storing.

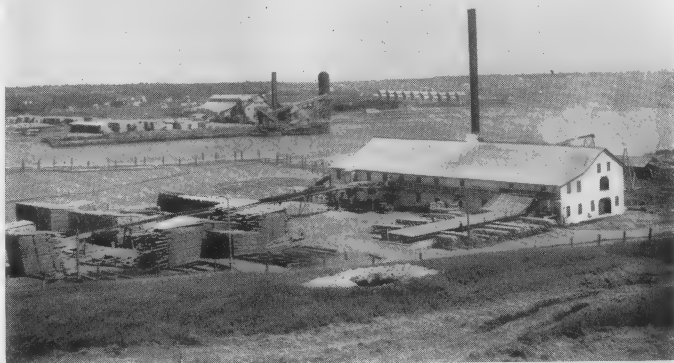
Waterways.—New Brunswick is a country of great rivers. The Restigouche and Miramichi are the largest in this portion of the Province. These two rivers are intimately related to each other and also to the St. John, because in many cases the head waters of their tributaries are almost in contact. The Indians by means of these rivers were able to reach any part of the Province with their canoes, and the same possibilities exist to-day for those whose tastes lie in that direction for an enjoyable summer outing.

Mls. from
Montreal

Sport.—After mentioning the immense forests it will be readily understood New Brunswick is the home of big game, moose, caribou, deer, bear, and that the rivers and streams afford the best of salmon and trout fishing. The principal towns mentioned in connection with the lumber industry are good outfitting centres from which to enter the woods. New Brunswick guides have a well-earned reputation for efficiency and knowledge of the territory. The Government Railways issue a special publication giving the latest and fullest information about the sporting possibilities in the territory served by their lines.

455.8 **Flat Land** Alt. 62.4 Again on the main line of the Govern-
460.4 **Moffat** " 35.6 ment Railways, the railway crosses the
Restigouche into New Brunswick and
follows the course of the Restigouche River, one of the northern
boundaries of the Province. A few miles before Campbellton is
reached, Morrisey Rock, an immense hill of granite, has had to
be pierced.

465.3 **Campbellton** Alt. 42.0 Atlantic Standard, the time in vogue
through the Maritime Provinces,
here takes the place of Eastern Standard, and is one hour earlier,
that is, 12 o'clock Eastern Standard is 1 o'clock Atlantic Standard.
Population 4,000, a thriving town beautifully situated at
the head of the broad estuary of the Restigouche, which dis-
charges its flood into La Baie de Chaleur. The scenery here is
entrancing.



A New Brunswick Lumber Mill

Mls. from
Montreal

In the background is the Sugar Loaf, a mountain 2,000 feet in height. From Campbellton a branch of the Government Railways runs to St. Leonard, connecting with the Government Railways' more southerly route (the Transcontinental for Moncton and Levis), and also the railway systems of the New England States. There is daily connection by stage with trains for Gaspe at Cross Point, three miles distant.

La Baie de Chaleur.—Jacques Cartier, nearly five hundred years ago, or to be exact, July 10, 1534, sailed into this magnificent haven. An exceptionally hot day inspired the name, and it has borne that name ever since, La Baie de Chaleur—the bay of heat. Ninety miles long and from fifteen to twenty-five miles wide, this arm of the Gulf of St. Lawrence divides the Gaspé Peninsula from the Province of New Brunswick, and the depth is sufficient to ensure a safe passage for the largest ships afloat. As the bay narrows into the estuary of the Restigouche, the scenery becomes bolder and more majestic, presenting one of the most superb and fascinating panoramic views in America. The whole region is mountainous, and almost precipitous enough to be Alpine; but its grandeur is derived less from cliffs, chasms and peaks than from far-reaching sweeps of outline and continually rising domes that mingle with the clouds. On the Gaspé side, precipitous cliffs of brick-red sandstone flank the shore, so lofty that they seem to cast their gloomy shadows half-way across the bay, and yawn with rifts and gullies, through which fretful torrents tumble into the sea. Behind them the mountains rise and fall in long undulations of ultramarine, and



The Monarch of the Forest

Mls. from
Montreal

towering above them all is the famous peak of Tracadigache, flashing in the sunlight like a pale blue amethyst.

Around the shores of La Baie de Chaleur the land is settled for many miles, and the picturesque hamlets and green pastures add to the beauty of the scene. The swell from the ocean breaks rhythmically upon smooth, sandy beaches that tempt the bather. There are many coves and harbours where the boating is alluring and shorn of its risks. Sheltered at its mouth by the islands of Miscou and Shippegan, and restless as may be the sea beyond, the yachtsman may guide his craft over the whitecaps when a stiff breeze is blowing, while there are often summer days when the bay is so placid that the small motor boat may safely venture into the open. The New Brunswick shore is followed by the line of the Government Railways from Campbellton to Bathurst, and for a number of miles is in full view of the broad and beautiful expanse of water, with the lofty and imposing mountains of Gaspé beyond.

474.2	Dalhousie Jct.	Alt. 81.7	From this Junction is a branch line
478.5	Eel River	" 29.8	of six miles to Dalhousie, a town of
484.1	Charlo	" 54.6	2,000 population. It is one of the
489.9	New Mills	" 41.2	loveliest spots on the line of the
496.2	Nash Creek	" 22.5	Canadian Government Railways, and
499.7	Jacquet River	" 49.8	for many years has enjoyed
508.7	Belledune	" 93.1	favour as a summer resort. The
516.7	Petit Rocher	" 82.7	bathing is ideal, and there is ample
521.8	Beresford	" 32.1	opportunity for angling and deep

sea fishing, as well as numerous opportunities for water trips along the coast of La Baie de Chaleur. There is good hotel accommodation, the large summer hotel near the town being well patronized.

Charlo is finely situated overlooking the Bay. At the foot of the shore cliffs there are smooth sand beaches where the bathing is enjoyable.

528.2	Bathurst	Alt. 47.9	Population 3,000. Beautifully situated on the mouth of the Nepisiquit River. Hitherto known principally as a summer resort, Bathurst has within the past two years taken a big stride in the industrial world. There is a large pulp and paper mill giving employment to many operatives. It is estimated Bathurst mines are capable of producing 600,000 tons of iron ore annually. The mine is furnished with excellent railway facilities for transporting the ore from the mine to the docks at Newcastle, N.B., which have a storage capacity of 13,000 tons of ore and a loading capacity of 3,000 tons per hour.
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At Bathurst Beach is cottage accommodation for summer visitors. The situation is ideal, and there is every opportunity for enjoyment.

From Bathurst the line of the Caraqueet & Gulf Shore Railway goes to Caraqueet, Shippegan and Tracadie. Along this line are many noted trout rivers. Here

531.6	Nepisiquit Jct.	Alt. 90.6	also in the proper season the best
533.3	Gloucester Jct.	" 102.7	of wild fowl shooting can be
541.5	Red Pine	" 338.1	obtained. Geese, brant and duck

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Montreal
551.4
562.9

Bartibog
Beaver Brook

Alt. 520.2
" 332.1

of all descriptions that frequent the Atlantic coast abound, and the sportsman can be sure of comfortable lodgings.

The Miramichi

Miramichi means more than river, for it comprehends a district where the land and the water have alike been a source of wealth for generations past and will be so in generations to come.

- 572.2 **Newcastle** Alt. 138.0 Population 3,000. On the north shore of the river, which is here practically an arm of the sea. Near the depot are the huge towers of the wireless station of the Radio Universal Company, now under control of the Government and guarded by troops. There are beautiful drives in the vicinity of the town. The Miramichi Navigation Co.'s steamers offer a delightful summer sail from Newcastle to Bay du Vin at the mouth of the great river, calling on the way at Chatham, Loggieville, Escuminac, Burnt Church, etc. A branch of the Government Railways runs to Chatham and Loggieville.
- 584.7 **Chatham** Alt. 99.6 Population 4,700. Ranks next to St. John as a ship-owning port of New Brunswick. It was here that the first steam saw mill was built.
- 590.4 **Loggieville** Alt. 32.8 The terminus of the branch line and important as a fish packing and timber manufacturing centre.



30,000,000 Feet of Lumber

Mls. from
Montreal

To Fredericton, Edmundston, Woodstock, Gagetown

The Fredericton sub-division of the Government Railways, 110 miles long, connects with the main line at Derby Junction. The railway follows the course of the South West Miramichi to Boiestown. At McGivney it crosses the Government Railways (Transcontinental) from Moncton to Edmundston, and from Cross Creek runs to Fredericton by the Nashwaak River. This branch of the Government Railways runs through the heart of New Brunswick, one of the most picturesque portions of a province noted for its scenery.

The towns of Millerton, Doaktown and Boiestown operate sash and door factories, furniture factories and mills for the cutting up of lumber into dimension sizes for local consumption. At Millerton there is also a branch of the Miller Bark Extract Works. Export trade of the whole Miramichi section is growing very rapidly. Gibson and Marysville are manufacturing centres, and contain a large cotton mill, lumber mills and factories, which employ hundreds of people. They are connected with Fredericton by a substantial steel bridge. The whole of this district is famed for its big game beautiful hunting.

685.7 **Fredericton** Alt. 35.0 Population 8,000. Fredericton, the capital of New Brunswick, is one of the fairest cities in Eastern Canada, picturesquely situated on the St. John River, finely built and well maintained. It is a most pleasant place of sojourn, and there are many opportunities for enjoyment. In the midst of a fine farming country, Fredericton



One of the Beautiful Elm-lined Streets of Fredericton

Mls. from
Montreal

has many advantages as a distributing centre, and has also some large and important industries, including saw mills and wood-working factories, farm implements, canoes, boots and shoes, etc. The Provincial Parliament Buildings, the University of New Brunswick and the Provincial Normal School are located here.

Fredericton is another great centre for sportsmen, many non-resident hunters going into the woods from here after big game in the fall.

From Fredericton the St. John and Quebec Ry., now operated by the Canadian Government, runs south to Gagetown and north to Woodstock and Centreville, through the beautiful valley of the St. John River. Further reference is made to this section when dealing with St. John. See page 30.

On the Main Line to Moncton

576.4	Nelson Jct.	Alt. 35.0	Resuming the journey on the main
578.4	Passmore	" 129.5	line, Rogersville will be noticed as
582.0	Barnaby River	" 56.4	having considerable lumbering.
593.9	Rogersville	" 304.0	Between Miramichi and Moncton
604.9	Kent Jct.	" 269.0	the railway passes through a
613.9	Harcourt	" 200.3	country that does not show its
619.7	Adamsville	" 299.4	merits when simply seen from the
623.0	Coal Branch	" 215.7	car windows. The line is so far
631.6	Canaan	" 262.3	from the shore that none of the
643.1	Berry Mills	" 216.3	flourishing settlements are seen,

and the traveller gets a wrong impression of what is really a fine part of New Brunswick. There is a rich farming and fishing district all along the coast, and there are rivers, of which only the headwaters are crossed by the railway. The Richibucto is one of these, and the village of the same name, twenty-seven miles from Kent Junction, is reached by the Kent Northern Railway. It has much to commend it as a summer resort, and there is no limit to bathing and boating possibilities. Special attention is now being given to scientific oyster culture, many new beds having been laid and old ones re-stocked. The Richibucto is one of the principal streams where experiments are being carried on. Those engaged in the work are most optimistic as to the success of their efforts, and predict that in the near future they will be able to supply the Canadian demands and export to foreign markets. The village of St. Louis, seven miles distant, is noted as a resort for the sick and infirm, who seek the healing waters of a grotto in the nature of the famed one of Our Lady of Lourdes.

At Harcourt, lumbering is again in evidence. From here the hunter can readily reach the famous Canaan woods, and good fishing is also to be obtained. The North Shore Railway runs from Adamsville to Beersville, where the mines of the North Shore Railway & Coal Company are located. There are extensive deposits of brick clay in this section.

650.7 **Moncton** Alt. 50.0 Population 12,000. The second largest city in New Brunswick, and one of the growing towns in the Maritime Provinces. Its geographical position and excellent railway facilities make it a distributing

Mls. from
Montreal

centre of great importance to the surrounding country—a situation of which many wholesale houses have taken due advantage. Here the Government Railways' lines from Halifax, Montreal, St. John, the Transcontinental from Winnipeg (now part of the Canadian Government Railways) and branch lines, including the Moncton & Buctouche Railway from Buctouche, converge. Moncton derives much of its prosperity from the presence there of the workshops and offices of the Government Railways, over 3,000 employees being on the pay roll. The city has some important manufacturing industries.

The natural gas from the wells of Albert is a great factor for cheap power for many of the industries, and its domestic use has greatly simplified living conditions and rendered them more agreeable, it being used largely to the exclusion of all other fuel. Moncton is a well built city, with modern stores, handsome churches and many fine residences. Its public services are all excellently maintained. Golfers have the choice of two courses. One of the attractions for visitors is the "Bore," or tidal wave of the Petitcodiac River.

From Moncton to St. John

657.3	Jones	Alt. 105.1	From Moncton the line runs
660.9	Boundary Creek	" 80.7	through one of the most fertile
664.1	Salisbury	" 102.5	and cultivated sections of the
668.8	River Glade	" 81.7	Province to St. John, the com-
673.6	Petitcodiac	" 96.2	mercial capital of New Bruns-
679.2	Anagance	" 160.1	wick. Until nearing the valley
688.8	Penobsquis	" 91.8	of the Kennebecasis the best of
693.1	Plumweseep	" 66.9	the country is not seen from the

the railway. From Salisbury the Salisbury & Albert Railway runs to Hillsboro and Albert. At Hillsboro there are extensive gypsum quarries and a splendidly equipped plant for the manufacture of plaster. Hillsboro may also be reached by a delightful drive of seventeen miles along the Petitcodiac River from Moncton. The Rocks at Hopewell Cape—one of Fundy's tidal phenomena—attract many visitors. There is considerable lumbering at Riverside and Albert, and this section of the Province is a rich farming district.

River Glade has a sanitarium for tubercular patients. From Petitcodiac the Elgin & Havelock Railway runs to Elgin and to Havelock. The Elgin section serves an important lumbering district and there are large mills at Pollett River and Elgin. Havelock is the centre of a good farming country where there is considerable dairying and fruit raising. This is also one of the best ways to reach the hunting grounds in the Canaan Woods.

696.3	Sussex	Alt. 69.2	Population 2,000. Is picturesquely situated in the beautiful valley of the Kennebecasis, and is a handsome, well built and prosperous town. In the midst of a fine farming district, it is a good trading centre, and has several large and important industries, including the manufacture and bottling of aerated waters. The waters of the sulphur springs are said to have medicinal qualities that are highly beneficial.
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Mls. from
Montreal

In the vicinity is the Government Military Camp. There are excellent opportunities for trout fishing.

700.7	Apohaqui	Alt. 73.4	From Sussex to Hampton the
707.3	Norton	" 51.2	course of the Kennebecasis is
712.3	Bloomfield	" 35.0	followed, and again from Rothe-
713.8	Passekeag	" 35.1	say until a few miles before St.
718.0	Hampton	" 26.7	John is reached. This is one of
719.3	Lakeside	" 29.1	the most picturesque train rides
723.3	Nauwigewauk	" 18.8	in Canada.
724.2	Hammond River	" 28.4	From Norton the line of the
726.4	Model Farm	" 130.0	Fredericton & Grand Lake Coal
728.0	Quispamsis	" 154.0	& Railway Company runs to
			Chipman and Minto, where there

are extensive coal fields, thence to Fredericton. The country about Norton is well adapted for agriculture. This is a well-known territory for the hunter of big game.

Hampton is a pleasant village with much to commend it to the visitor. It is the shiretown of King's County. Besides enjoying favour as a summer resort, it has some important industries, including saw mills, a woodworking factory and a match factory. From this point the Hampton & St. Martins Railway runs across the country to the flourishing village of St. Martins on the Bay Shore—a favourite summer resort.

The Indian names of a number of the stations between Moncton and St. John are likely to excite the curiosity of the stranger. In locating the stations along the line, several existing Indian names were adopted, such as Apohaqui and Petitcodiac. In addition



The Valley of the Kennebecasis

Mls. from
Montreal

wishing to preserve the Indian nomenclature, when a new name was wanted for Stone's Brook, the words "penobsq," a stone, and "sips," a brook, were taken, and the word Penobscquis became a railway station on the American continent. In the same way, Salmon River was translated into Plumweseep, and at one place where there was no English name, the existence of a little lake suggested "quispem," a lake, and "sis," the diminutive term. Thus it is we have Quispamsis. The other Indian names along the line, however, are usually modifications of those which the aborigines bestowed on the respective localities.

731.2	Rothesay	Alt. 23.0	Approaching St. John, several suburban
732.7	Riverside	" 20.1	villages are passed. Principal of these
733.6	Renforth	" 40.4	is Rothesay, which is finely situated on
734.4	Torryburn	" 68.8	Kennebecasis Bay. The many beautiful
735.7	Brookville	" 29.3	residences testify to its popularity
737.0	Cold Brook	" 12.8	as a place of residence. At Riverside
			is the home of the Riverside Golf and

Country Club.

Further along is Renforth, where there are numerous summer cottages. The river here was the scene of noted aquatic contests in the days when boat racing was of world-wide interest.

740.0	St. John	Alt. 21.4	Population 43,000—the city founded on a
			rock by the Loyalists in 1783, a Government
			Railway terminal, commercial capital of New Brunswick, winter
			port for Atlantic liners, and the year round for the West Indies,
			Boston and coast towns.



The City Water Front, St. John

Mls. from
Montreal

Almost completely destroyed by the great fire of 1877, old St. John with all her romantic history is lost, but new St. John is a handsomely built and substantial city with wide, modern business blocks, up-to-date stores and beautiful residences. The industries of this busy city are perhaps more varied than any community in the Maritime Provinces, giving employment to thousands of hands, and are a tribute to the energy of her citizens, who are one in the belief of the future progress of the port. Rockwood Park, one of the finest natural parks on the continent is on the outskirts of the city, and there are many places of scenic and historic interest.

The St. John Harbour is spacious and deep, and is navigable at all times and seasons. Modern conditions in connection with shipping and increase in Canadian trade through this port have necessitated extensive improvements in harbour facilities. The St. John River, draining an area of 30,000 square miles after a flow of 450 miles, and which with its tributaries furnishes 1,300 miles of navigable water, discharges its flood into the harbour through a narrow, rocky gorge. Here are the famous Reversing Falls, so called because at high tide the water of the harbour is above the level of the river and the flood is forced backward for a time. It is estimated at the present time that 125,000,000 feet of lumber is floated down the river to St. John yearly and manufactured into lumber and wood pulp. During the season of navigation there are regular steamer sailings up this magnificent waterway to Fredericton.



The Valley of the River St. John near Woodstock, N.B.

THE WAY NO

Miles from
 Montreal
 Population 4,000. The Woodstock and 177.0 P
 Quebec Railway, now operated by the C
 Fredericton to Woodstock and the
 the St. John River to Woodstock. The course of t
 ue railway journeys one of the most pictoresq
 a marvellous fertility through a country of such
 Brunswick. Woodstock is the Garden of New
 be nesting amongst a from this work is seen to
 ructive, valuable and of the buildings more all
 five times its size than residents four co
 and being the centre of particularly attractive
 commercial standing and a higher community, its co
 lation. Woodstock most places of similar popu
 golf course.

Moncton to Halifax

Returning to	Miles	Moncton	Miles
Humphrey	52.6	at All	56.0
Halifax	67.8	Let is a	148.4
Shediac	64.7	from	46.8
Point du Chene	60.8	to	10.1
Shediac	60.8	to	49.9
Memramouc	60.8	to	29.0
College Bridge	67.4	to	28.0

Point du Chene there is an ex-
 the place is rough in however well beach, and i
 of whom have summer homes. Many
 le further along the beach. (Ed. note: Cape Bre

PROVINCES TO THE MARITIME PROVINCES

Mt. from
Montreal

at crops for a century. The soil is abundant
on yield. It need only be more is a com-
from these fertile fields, but might be produced
time staple is the mounting of the, the old
bank which insured this marsh is a
never fail. compound interest and can

tion 3,000-6,000. **Sackville** (Municipal) 3 Popula-
Mount Allison University (Meth- town
tional establishments directed other educa-
own is considered The of the course near the
branch of the Government Railways. A
rt Elgin to Cape Town from Sackville past Port
e principal rail link in the north will be the
at on Prince Edward Island, the Dominion and the
tion at Cape Town the Cape of construc-
Prince Edward Island, a point opposite on
berland. The S.S. of the Port of Northun-
ially built to contend with ice on a ferry spec-
heavily loaded train with a car of carrying a
l. The benefits such a service will year round
e will be shipped (contending). Product
refrigerator car service established for bulk, a re-
l service operated with a large and a main-
tion.

Mls. from
Montreal

THE PROVINCE OF PRINCE EDWARD ISLAND

Area 2,184 square miles. Population 94,000, the smallest Province of the Dominion but its most thickly populated.

Situated in the Gulf of St. Lawrence, Prince Edward Island is separated from the shores of New Brunswick and Nova Scotia by the Northumberland Strait. At its widest, the Strait is over thirty miles from shore to shore, but between Cape Traverse on the Island and Cape Tormentine on the mainland, the distance is only seven miles. From tip to tip the island is one hundred and thirty miles, while the width varies from two to thirty miles. The surface is gently undulating. There are no mountains and no forests to speak of, but the lack of forest does not mean that the country is bare, for copses and clumps of trees are visible on every hand, giving a charming variety to the agricultural scene, and wild bits of woodland are still to be found. The stately elm and sturdy oak, the white-barked delicate birch, the slender Lombardy poplar, and the dark pyramidal spruce, each stamps its characteristics on the landscape, while the reddish hue of the soil makes a charming contrast with the vivid green of vegetation. The "Island," as its people love to call it—for where else in all America can be found its duplicate—is in summer a garden of perfect beauty fanned by cooling breezes from the Ocean, with mile after mile of sandy beaches. Invading the land and moulding the red cliffs into fantastic shapes is the ever restless sea. Everywhere are verdant fields, prosperous farms and comfortable homes. Arms of the sea cut into the land in all directions, forming landscapes and seascapes of surpassing loveliness. Numberless



Sweet Pastoral Scenery—Prince Edward Island

Mls. from
Montreal

trout streams furnish sport for the angler, and deep sea fishing is easily obtainable. In season, brant, wildgeese, plover, snipe, woodcock and other game birds are plentiful, and good bags are not difficult to secure.

The Island has 274 miles of railway, owned and operated by the Canadian Government. No part of Prince Edward Island is more than ten miles from the railway, and three-fourths of its area is within five miles of the rails. The highways have a reputation for general excellence, and a driving tour of the Island is one of the most pleasant experiences and an enjoyable means of thoroughly appreciating its many attractions.

Charlottetown Alt. 8.0 Population 12,000, the capital and a commercial centre of the island, with a fine harbour opening into Hillsborough Bay. It is well laid out, and the streets are of a generous width, with an abundance of shade trees. There are a number of imposing public buildings, and much taste is shown in the private residences and their surroundings. Several of the churches are handsome structures, and the new Catholic Cathedral is considered one of the finest specimens of architecture south of the City of Quebec. Queen Square, while in the business part of the city, is practically a public garden tastefully designed and kept in excellent order. Substantial business blocks are grouped along the sides of the square, and here also are the post office, court house, old province building and the market house, the latter being a place well worth a visit on the regular market days.

Victoria Park, the natural beauties of which have been preserved, is convenient to the city, and is reached by a beautiful driveway which skirts a portion of the harbour, passing Government House and old Fort Edward. The golf links at Belvedere have a reputation which has reached far beyond the confines of the Island.

Summerside Alt. 8.0 Population 3,000. The town of Summerside is second in point of population. It has excellent stores, handsome residences, and much to attract the summer visitor. From a hill in the rear of Summerside is a glorious prospect of the country and of the waters to the north and south. Looking one way, Bedeque Bay is seen with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance.

Alberton, Tignish, Souris, Montague, Georgetown, Murray Harbour, Mt. Stewart, are the other principal towns.

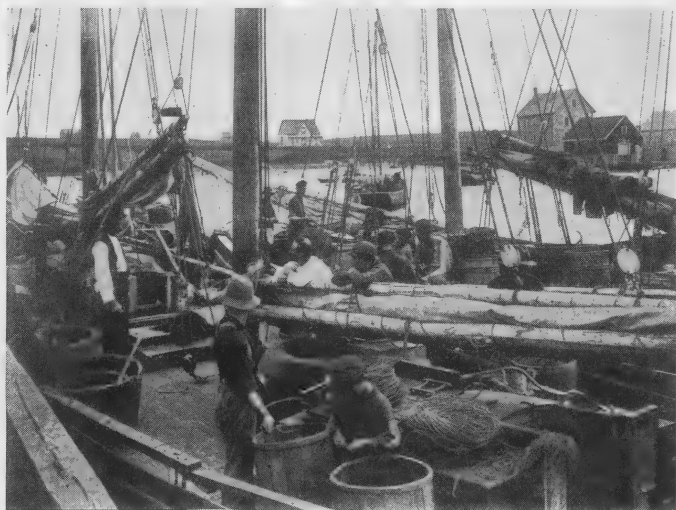
Among the better known and more frequented beaches with summer hotel accommodation, where the best of sea bathing may be enjoyed, can be mentioned: Stanhope, Brackley, Rustico, Rocky Point, Pownal Bay and Cape Traverse.

A Million Acre Farm—Although small in area compared with the other provinces, and with a population considerably less than that of several of the leading Canadian cities, Prince Edward Island is one of the most fertile parts of the Dominion, and its best economic province, inasmuch as it is one of the few that produces enough for its own needs, and yet has a

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large surplus to export for the benefit of others. Experts have declared that the island is capable of supporting a population of over two millions. In its total area of 1,398,000 acres there is more tillable land than in any other portion of the Maritime Provinces, and it is doubtful if any other part of Canada has in proportion so many well kept farms, so good a standard of farm buildings, and any better grade of live stock. Practically the whole of the island is under cultivation, with farms varying in size from fifty to several hundred acres. Mixed farming is practised for the most part, but of late years encouragement has been given to scientific dairying with the most gratifying results. Every farm seems well stocked with cattle, and the land tilled in an intelligent manner. Enough beef cattle are raised to supply local needs, and numbers are shipped to the mainland. Many hogs are raised, and the Charlottetown packing house does a big business in the smoked and cured products. The farms have their quota of geese, and thousands are shipped alive in the autumn to foreign markets. Island mutton and lamb has a high reputation for flavour, and there is considerable demand for export. The Island is famous for its horses. The black fox industry has in recent years brought the island province into prominence.

Fisheries.—The fisheries of Prince Edward Island have an estimated value for the fiscal year 1914-15 of nearly \$1,300,000, and this industry must always remain one of the standard resources, although the inclinations of the Islanders are so decidedly agricultural that the culture of the deep has not hitherto received from them the attention it deserves. Lobsters, oysters,



With the Deep Sea Fishermen—Prince Edward Island

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clams, herring, cod, smelt, mackerel, hake, haddock, are the principal yield. The Island is celebrated for the excellence of its oysters, and the "Malpeque" is synonymous for everything that is succulent. With the better cultivation that is now being given to this important industry, the outlook is promising for an increased production.

- 692.2 **Aulac** Alt. 23.8 Returning to the mainland Aulac is the last station on the main line in New Brunswick.

THE PROVINCE OF NOVA SCOTIA

Area 21,428 square miles. Population 493,000.

Some five or six years ago a well-known Halifax publication coined the phrase, "What a good thing it is to live in the Maritime Provinces where times are never very bad." The following figures for the year 1915 give considerable force to that statement:—

Estimated Returns for Nova Scotia for 1915

Coal.....	\$21,000,000
Coke and By-Products.....	2,500,000
Gold and other Minerals.....	275,000
Gy sum, Limestone, etc.....	900,000
Building Materials and Clay Products.....	200,000
Iron and Steel Products.....	15,000,000
Fisheries.....	7,800,000
Manufactures, Ships and Freights.....	39,500,000
Products of the Farm.....	32,347,658
Products of the Forest.....	4,600,000
Game and Furs.....	500,000

Total..... \$124,622,658

The early settlement of Nova Scotia was made by the French. Acadia they called it, and its boundaries extended so as to include a large part of what is now New Brunswick. De Monts and Champlain explored parts of the south shore, entered the Annapolis Basin, made choice of a site there for settlement, and explored the Minas Basin. Later they founded Port Royal, in the year 1605, but abandoned it a few years after. Acadia was several times owned in turn by the French and English, but finally, after the taking of Quebec by Wolfe, and the close of the American Revolutionary War, a lasting peace ensued, and Nova Scotia, as part of Canada and the British Empire, has prospered.

- 698.2 **Amherst** Alt. 59.4 Population 10,000. A busy manufacturing town with several large and important industries. The business part is compactly built, and the residential portion handsome. The golf club has recently moved to new links, which give promise of making an excellent course. The centre of a good farming country, the annual winter Fat Stock Shows held in Amherst have become a feature. Amherst

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is one of the few places in the world that obtains its electrical energy direct from the pit mouth. A few miles away are the Chignecto mines, and here the screenings, or mine refuse, is automatically conveyed and fed into specially designed boilers generating power at very low cost. The current is transmitted to the surrounding towns and villages. The works of the Chignecto Marine Transport Railway are within easy reach by carriage. This abandoned project was intended to lift ships of a thousand tons, place them on huge ship-carriages by means of hydraulic power, and then haul them by locomotives to the terminus on the Northumberland Strait near Tidnish, where they were again to be put in the water, and so save the great distance a vessel must now go to reach the St. Lawrence from the Bay of Fundy.

Northwest of Amherst are the ruins of Fort Cumberland, the Beausejour of the French. It was from Fort Lawrence, also in the immediate neighbourhood, that the attack was made on the French fort that resulted in its capture.

702.7	Nappan	Alt. 28.2	A Government Experimental Farm,
706.3	Maccan	" 31.1	covering about 300 acres, part of
710.0	Athol	" 133.6	which is under high cultivation, is
715.4	Springhill Jct.	" 198.6	at Nappan. Considerable attention
			is paid here to the raising of
			beef cattle and the winter feeding of animals, with the object of
			stimulating the better care of livestock.

Among the Coal Fields

At Maccan the Nova Scotia coal fields commence to put in an appearance, a branch line running from here to Joggins, and from Springhill Junction to Springhill Mines. Nobody knows how much of a deposit of coal there is in this province, but geologists' estimates tell of fabulous wealth. Enough is known, however, to demonstrate that if the seams in the Eastern part of Nova Scotia, including Cape Breton, were followed they would lead far under the Gulf of St. Lawrence and the Atlantic Ocean, and, as a matter of fact, seams are already being worked in Cape Breton under the bed of the ocean. Figures have been mentioned elsewhere showing the extent to which coal mining is carried on in this part of the Dominion.

Parrsboro, on the shores of the Bay of Minas, has many attractions for the summer visitor.

721.9	Salt Springs	Alt. 150.6	From Oxford Jct. a branch of the
725.9	River Philip	" 169.3	Government Railways, known as the
728.0	Oxford Jct.	" 92.0	short line, runs to Pictou. This
			branch serves the manufacturing
			town of Oxford, Pugwash and the villages along the shores of the
			Straits of Northumberland. It traverses a rich farming country,
			and the fisheries and lumbering operations contribute to the
			wealth of the district. At Scotsburn, the co-operative creamery
			has an extensive business.

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Montreal

The Wentworth Valley

732.1	Thomson	Alt. 106.0	Resuming the journey on the main
739.5	Greenville	" 283.5	line, the railway crosses over the
740.9	Westchester	" 310.7	Cobequid Mountains, and at Folleigh
750.0	Folleigh	" 611.6	Lake it will be noted an altitude of
			611 feet is reached, the second
highest point on the Government lines east of Montreal. The			
scenery among the mountains is more than picturesque. Some-			
times the eye will catch a pastoral picture of a winding valley,			
dotted with cottages in the midst of fertile fields, while far below			
a glistening of water tells where the river flows through the bright			
green intervals, or leaps in fairy-like cascades in its journey down			
the hillside. The glorious panorama is continued as the train			
runs its course through the picturesque Wentworth Valley. At			
other times the train passes through long and deep cuttings,			
where the masses of rock bear witness to the labour required to			
break down the barriers of nature. Then again the road takes a			
short cut from hill to hill, as at Folleigh Valley, which is spanned			
by a viaduct six hundred feet long and eighty-two feet above the			
little stream which trickles below. In the early Fall, when the			
autumnal tints have just touched the leaves, the valley is a riot			
of colour.			

757.5	Londonderry	Alt. 335.3	At Londonderry a branch line runs
761.1	East Mines	" 195.7	to the Acadia Iron Works. From
763.3	Debert	" 155.7	this station into Truro the waters



The Wentworth Valley

Mls. from
Montreal
767.0

Belmont Alt. 84.4 of the Cobequid Bay are seen in the distance, and the railway passes through an excellent farming country.

774.5 **Truro** Alt. 59.7 Population 7,000. An attractive and enterprising town. It is admirably situated on gently rising ground, with the railway running along the valley at its base, near enough to be convenient to the business centre and yet not near enough to interfere with the attractions in which good taste has been combined with what nature has done to make the place beautiful. The long, wide streets are adorned with shade trees; the houses, great and small, have well-kept lawns and tasteful flower gardens, and visitors are always well pleased with the town. Yet the town is more than good looking, it is active and enterprising. A number of important industrial establishments are in operation. Truro is the business centre for a large lumbering and farming district, and in this respect is every year becoming of greater commercial importance. Many of the buildings, and notably some of the more recent ones, are handsome and imposing structures. The normal school and the agricultural school are among the institutions worthy of special note.

Close to the town, yet wholly apart from the surroundings of everyday life, is Victoria Park, a place which nature has admirably adapted to the purposes of a pleasure-ground. One portion of it is a picturesque gorge through which tumbles a murmuring brook. Following its windings and travelling the paths which lead around the well-wooded hillsides, the visitor finds a cascade of singular beauty pouring over a barrier of rock that rises to a height of



Joe Howe Falls—Victoria Park, Truro

Mls. from
Montreal

fifty feet or more above the pool which the waters form at its base. This is the place of which the gifted Joseph Howe wrote four score years ago, that "never was there a more appropriate spot for our old men to see visions and our young men to dream dreams." The cascade has been appropriately named the Joe Howe Falls. Further up the stream is another water-fall amid romantic surroundings, while the park as a whole is so charmingly rustic that the best of judgment has been required to guard against too much alleged improvement by man. Truro has one of the finest golf courses in the Dominion.

From Truro is the Mulgrave-Sydney division of the Government Railways.

The Dominion Atlantic Railway runs to Windsor, the Annapolis Valley—Land of Evangeline—to Yarmouth.

779.3	Hilden	Alt. 140.1	From Truro to Halifax the Govern-
782.5	Brookfield	" 100.0	ment Railway runs through a fine
787.2	Alton	" 96.5	country, the most flourishing por-
791.7	Stewiacke	" 81.9	tion of which is not seen by the
796.2	Shubenacadie	" 57.5	traveller. Large tracts of rich
799.9	Milford	" 54.2	intervale and excellent upland
806.2	Elmsdale	" 50.0	combine to make one of the best
808.6	Enfield	" 60.5	farming districts in Nova Scotia.
812.0	Oakfield	" 61.9	Dairying and lumbering are ex-
813.2	Grand Lake	" 57.7	tensively carried on. The Stew-
815.0	Wellington	" 79.4	iacke River, which waters this
818.3	Kinsac	" 94.1	district, takes its rise among the
822.4	Windsor Jct.	" 128.4	hills of Pictou and flows for forty



One of the Musquodoboit Beaches

Mls. from
Montreal

824.0	Lakeview	Alt. 135.6	miles or so until it empties into the
827.7	Bedford	" 42.2	Shubenacadie, a large and swift
832.2	Rockingham	" 9.4	stream which was at one time
835.5	Richmond	" 19.1	looked upon as a future highway of
			commerce across the province.

Nature had placed a chain of lakes at the source of the river, and it would seem that art would have little trouble in constructing a canal to Halifax. At Elmsdale there are extensive clay deposits, and the Oldham Gold Mines are about seven miles from Enfield. From Windsor Junction a branch line runs past Waverley, where there are gold mines in operation, to Dartmouth.

- 834.9 **Dartmouth** Alt. 14.5 Population 5,100, is directly opposite Halifax and connected with that city by an excellent ferry service. It has several well-established manufacturing industries. The Brightwood Golf and Country Club, very beautifully situated in Dartmouth on some high hills, was organized two years ago to provide a place for the Halifax Golf Club when it should lose its present grounds, which it must do in course of time, possibly soon, though the time is indefinite.

Recently, the Government Railways have extended their operations 70 miles from Dartmouth to Upper Musquodoboit, a section of the province which is not only rich agriculturally, but is believed to abound in valuable minerals. The line passes through a picturesque country more thickly populated than the average district in Nova Scotia. The railway follows the coast line and gives access to a number of beautiful beaches, which in the near future will undoubtedly meet with due appreciation.

From Windsor Junction the Dominion Atlantic Railway runs to Windsor, thence through the Annapolis Valley—the Land of Evangeline—to Yarmouth. At Bedford is seen the upper end of that beautiful sheet of water, Bedford Basin. Here it is that yachts and boats of all kinds are to be found taking advantage of so fair a cruising ground, spreading their sails before the breezes which come in from the Atlantic.

- 836.3 **Halifax** Alt. 58.9 Population 46,600, the capital of Nova Scotia and one of the Canadian Government Railways' chief terminal points. The city is substantially built on a peninsula, and has one of the finest and largest harbours in the world, navigable at all seasons, where steamers and sailing ships of many nations may be seen. There are regular sailings for Europe, the West Indies, Boston, New York and coast ports. It is an important financial centre, enjoys a large foreign and domestic trade, and has many extensive commercial enterprises. To meet the ever increasing dimensions of ocean-going vessels and the vast expansion of Canadian trade, new docks and railway terminals, covering an area of over 200 acres, are in course of construction. When completed, they will be architecturally worthy of the city, filling all the requirements of present day travel, making Halifax the most modern and commodious ocean terminal on the Atlantic sea-board. Halifax, generally recognized as the key to the strategic situation in Canada and North

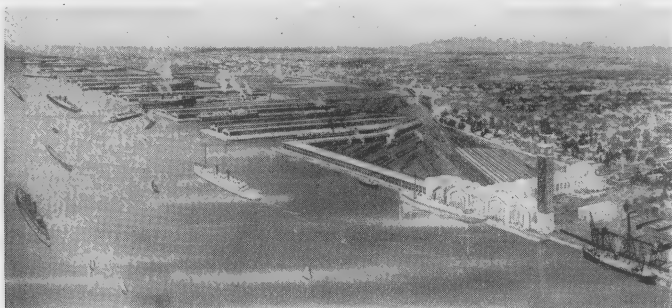
Mls. from
Montreal

West Atlantic, is garrisoned by Canadian troops, and with the fortifications at the Citadel, York Redoubt and McNab's Island, is regarded as practically impregnable.

Halifax has been the scene and is connected with more maritime events of world-wide interest than perhaps any other Atlantic port. Cook, Rodney, Nelson, Marryat, knew this harbour well. Here the "Shannon" and "Chesapeake" anchored after their historic duel. From here the "Tallahassee" escaped. Coming to more modern times, it was to Halifax that the survivors of the "Titanic" were brought, and where many of the victims are buried. At the outbreak of the greatest war of all time, the huge Cunarder, the "Mauretania," here took refuge, entering and leaving the harbour under her own steam and without any assistance from tugs. From its long association with the army and navy it is the most thoroughly English city on the continent. With the frequent visits of the men-of-war and the presence of the military, there is a life to the city peculiar to itself in this part of the world. There are many points of historic and scenic interest. The public gardens of Halifax are said to be the equal of any in America. The Northwest Arm, a charming inlet of the harbour, and Point Pleasant Park, are delightful places of recreation, with exceptional facilities for boating and bathing, so that, combined with the many beautiful drives, the magnificence of the surrounding scenery, the numerous attractive suburban resorts, it is little wonder that the stately old city is an objective point for an army of tourists. The possibilities for golf are mentioned in connection with Dartmouth.

From Truro to the Sydneys

778.9	Valley	Alt. 110.9	The Government Railways have a morning and evening train from Truro to the Sydneys, the Ocean Limited from the west connecting with the evening train. It is a beautiful country between Truro and Stellarton
782.9	Union	" 219.9	
787.0	Riversdale	" 316.2	
794.9	West River	" 447.3	
797.7	Gordon Summit	" 565.6	
802.6	Glengarry	" 392.8	
809.1	Hopewell	" 203.0	



The New Terminals, Halifax

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810.6

811.3

Eureka

Alt. 148.0

on the southern loop or main

Ferrona Jct.

" 140.8

line of the Government Railways,

and walks, drives and excursions

by rail from Truro or New Glasgow along the pretty hills, vales and streams will bring much pleasure. At Eureka there are large woollen mills.

815.0

Stellarton

Alt. 62.1

Population 4,000

These four towns

817.0

New Glasgow

" 32.0

"

7,000

practically adjoin

818.0

Westville

" 222.7

"

4,500

each other and are

818.6

Trenton

" 44.0

"

1,300

indeed a hive of

industry. Situated

in one of the largest and best developed coal areas in Canada (Stellarton has the thickest known seam of coal in the world, 37 feet), the output from the mines is enormous. There are several very important manufacturing industries, chief of which is the Nova Scotia Steel and Coal Co.'s rolling mill and forging plant now largely engaged in the shell manufacture. Further mention of this company's operations are given in connection with Sydney Mines and North Sydney. The extensive car works at Trenton is another evidence of this corporation's activities.

828.5

Pictou

Alt. 10.7

Population 3,500.

Pictou is one of the oldest

towns in Nova Scotia, pleasantly situated

and substantially built. The surroundings are delightful, and it is a charming place for a summer visit. It is important as a railway and steamship terminal, and besides has several large manufacturing industries. From here steamers run to ports on the north shore of Cape Breton, to the Magdalen Islands and to Prince Edward Island.

822.9

Woodburn

Alt. 143.0

On the way from New Glasgow to

827.2

W. Merigomish

" 69.0

Antigonish are many pretty villages

830.6

Merigomish

" 20.0

surrounded by a fertile country.

835.4

Piedmont

" 263.0

Fine farms are seen everywhere,

839.1

Avondale

" 154.0

and there is a general look of

841.1

Barney River

" 205.0

prosperity. The scenery in the

845.1

Marshy Hope

" 418.0

vicinity of Antigonish is charming.

848.9

James River

" 252.0

Approaching the village after leaving

853.0

Brierly Brook

" 142.0

Barney River, the route is

through a canon for several miles,

this being part of the beautiful Piedmont Valley. Near Antigonish is Sugar Loaf Mountain, 750 feet, from which can be seen the distant shores of Cape Breton. Only a few miles from the town is Gasperreau Lake, which is fully 500 feet above the sea level.

858.4

Antigonish

Alt. 15.0

Population 2,000.

Three score and ten

years ago, Judge Haliburton (Sam

Slick) recorded his opinion that Antigonish was one of the prettiest villages in the eastern section of Nova Scotia, and his judgment on this point requires no revision at the present day. It is beyond doubt an attractive place. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant

Mls. from
Montreal

valleys and the brooks are as clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's Cathedral is a fine edifice, built of stone and erected at a great expense. It will seat 1,200 persons. St. Francois Xavier College is located near it, and has a large number of students from all parts of the Maritime Provinces. The college and church grounds are beautifully situated, and many of the private residences are remarkably tasteful in their appearance and their surroundings.

The community is largely composed of Highland Scotch, and certain historic family names are so well represented that many of the prominent residents are known by their Christian names coupled with some distinguishing title, frequently one showing the line of descent. In this part of the country, as through Cape Breton, the Gaelic language is extensively spoken, and for the benefit of many of the older people sermons in that tongue are preached from time to time in the cathedral and other churches.

By all odds, the most attractive spot is at Lochaber Lake, on the road to Sherbrooke, thirteen miles from the village. This lake is about five miles long, and varies in width from a few hundred feet to nearly half a mile. The road runs along its bank for the entire distance, amid foliage of the most attractive character. The water is very deep and remarkably clear and pure, while the banks rise abruptly from it and have a very beautiful effect.

863.5	South River	Alt. 22.0	The Monastery of Our Lady of
868.3	Pomquet	" 27.0	Petit Clairvaux at Tracadie, which
870.6	Heatherton	" 76.0	was its proper title, was founded
872.9	Bayfield Road	" 132.0	in 1820. The members of the



Near Antigonish

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874.4

878.4

883.1

887.2

Afton**Tracadie****Linwood****Har. au Bouche**

Alt. 131.0

" 41.0

" 132.0

" 301.0

community are Cistercian Monks, though commonly called Trappists from their obedience to the rule of La Trappe, the founder of the Order.

The life of a Trappist is devoted to prayer, manual labor and silence. The ordinary hour of rising is two o'clock in the morning, except on Sundays and feast days, when the hour is half-past one. The remainder of what most people would call the night is spent in chanting the offices of the church, in meditation, and other religious duties. The fast is broken by a light meal at 7.30 in the summer and 11.30 in the winter, the latter season being kept as Lent. The monks never eat meat, fish or eggs, and it is only of recent years that butter has been allowed in the preparation of the vegetable food. The discipline is strict in all other respects, for the Trappist life is the most rigorous of all the monastic orders. Conversation, when necessary, is carried on by signs, except in addressing the abbot.

The monks, in addition to their own manual labor, furnish considerable employment to others who assist them in their work, and they are excellent farmers. In their religious duties they seek to make reparation for the sins of the outside world. Despite what seems a severe life, they enjoy excellent health and live to a great age, as a rule. All their life, however, is a preparation for death. The burial place is close to the monastery, where it is continually in sight. When a monk dies he is buried in his habit, uncoffined, and when the grave is filled in, another grave is opened to remind the survivors that one of them must be its tenant in his appointed time.



Mulgrave and the Strait of Canso

Mls. from
Montreal
896.8

Mulgrave Alt. 9.0 At Mulgrave the Government Railways reach the Strait of Canso. This is the great canal nature has placed between the ocean and the Gulf of St. Lawrence, by which not only is distance shortened, but the perils of the sea are, in many cases, reduced to a minimum. Fourteen miles or so in length, and about a mile in width, its strong currents assert its claim to be part of the great sea beyond, while the thousands of sails passing and repassing year after year tell of its importance to the trade of the whole Atlantic Coast. Mulgrave is an important shipping port, steamship lines running from here to Arichat, Canso and Guysboro, and to Port Hood, Inverness and Cheticamp. Fresh and cured fish from Canso is largely shipped from Mulgrave to the West. Situated on the high land, some glorious views, both of the long stretch of water dotted with all kinds of craft and of the sloping hills of the island beyond, are to be had.

Cape Breton, Nova Scotia

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm. The land, of course, does its share as a part of the beautiful picture. For the summer visitor the island has everything to be wished for, bold scenery and fine prospects, charming vale and river districts, beautiful woods, romantic gorges, sparkling water-falls, sunny skies, delightful temperature and invigorating air. Nature has liberally endowed this section of the Dominion, for Cape Breton is very rich in minerals. The productive coal measures cover about two hundred and fifty square miles. Gypsum is found in many places, and evidences of petroleum have occurred. Deposits of gold and copper are known. Its fisheries are of great wealth.

Cape Breton has many smiling acres that await the settler, the raising of sheep offering special opportunities. The quality of the soil is equal to that of any other part of Nova Scotia. For the sportsman there is caribou hunting, tuna, sword fish and any amount of trout fishing.

Cape Breton has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel.

To cross the Strait of Canso it is not necessary to leave the train, for the cars are carried from Mulgrave to Point Tupper on a powerful car ferry, "The Scotia," specially designed to combat with winter conditions.

896.8 **Pt. Tupper** Alt. 9.0 From Pt. Tupper the line of the Inverness Railway runs past Port Hawkesbury, which has one of the largest and best equipped freezers and fish packing plants in Canada, to Inverness, one of the centres of coal mine operation. The Cape Breton Railway runs south to St. Peters. In the first part of the journey by the Government Railways but little is seen of the people of the country. The country itself, however, begins to give glimpses of its beauty at such places as McKinnon Harbor and the various inlets of Denys River. Then comes the famed Bras d'Or.

Mls. from
Montreal

901.2	Mine Road	Alt. 142.0	From Orangedale the village of
904.1	Macintyre Lake	" 133.0	Whycocomagh is reached by a
910.7	West Bay Road	" 214.0	delightful drive of seven miles
918.0	River Denys	" 72.0	around the shore of the basin
926.0	Orangedale	" 12.0	forming the termination of St.
930.9	Alba	" 15.0	Patrick's Channel, an arm of the
936.8	McKinnon Har.	" 9.0	Bras d'Or. This is one of the
942.2	Iona	" 12.0	beauty spots of Cape Breton.

From Iona is steamer connection with Baddeck, a delightful sail of twelve miles. Approaching Baddeck, "Beinn Bhreagh" is on the right, where is seen the beautiful estate of Dr. Alexander Graham Bell, the owner of which is known to the world as the inventor of the telephone. Here some remarkable experiments are being conducted in airship construction. To the seeker of recreation amid quiet surroundings, Baddeck is ideal. In this vicinity are numerous sites for summer bungalows. The land can be purchased quite cheaply or leased at a reasonable rental. Sydney or Whycocomagh may be reached from Baddeck by steamer.

The Bras d'Or Lake

942.9 **Grand Narrows** Alt. 12.0 Two peninsulas nearly meet at the Grand Narrows, and thus almost separate the Great from the Little Bras d'Or. The two lakes are called the Bras d'Or Lakes, but because their waters communicate so that a passage from one to the other may easily be made through



Entrance to Baddeck Harbor—Bras d'Or Lake

Mls. from
Montreal

the Grand Narrows channel, the whole water system is now frequently called the Bras d'Or Lake. The surface area is 450 square miles.

The Bras d'Or Lake is really an inland sea, or, more correctly, an arm of the Atlantic Ocean. In the waters of the upper or smaller of the two lakes is the long and narrow island, Boularderie, some 28 miles long, and nearly three miles wide at its northern end, where it fronts on the Atlantic. East and west of it are channels or inlets from the ocean. That on the east, tide-swept and impassable for large boats, is the Little Bras d'Or or St. Andrews channel. The wider channel on the west side may be traversed by any vessel afloat, as it has a depth of from thirty to two hundred feet. Both channels lead south through the Grand Narrows into the larger of the two lakes, where at the southern end the narrow isthmus has been cut, and where a canal—St. Peters—with locks enables vessels to pass in and out.

It has been said of the Bras d'Or that it is the most beautiful salt water lake ever seen. The substance of Warner's comment is seen to be true by all who visit these shores. "The water runs into lovely bays and lagoons, having slender tongues of land and picturesque islands. It has all the pleasantness of a fresh water lake with all the advantages of a salt one." There is practically no tide, the comparatively narrow sea entrances acting to resist the flow of water out and in. The difference in level is usually less than a foot.

945.6	Christmas Island	Alt. 26.1	The railway follows the shore of
951.5	Shenacadie	" 14.0	the Lake for about thirty miles.
960.2	Boisdale	" 12.0	At every turn new features
965.9	Barrachois	" 21.0	claim wonder and admiration.
971.4	George River	" 37.0	Here a cluster of fairy isles,
973.6	Watson	" 11.0	here some meandering stream,
976.7	Little Bras d'Or	" 21.0	and here some narrow strait
978.3	Florence	" 35.0	leading into a broad and peaceful bay. High above tower the mountains with their ancient forests, while at times bold cliffs crowned with verdure rise majestically toward the clouds, all combining to form a scene of rare beauty, surpassing the power of pen to adequately describe.

The Sydneys

980.9	Sydney Mines	Alt. 61.0	Under the term of "The Sydneys,"
983.5	North Sydney	" 41.0	Sydney, North Sydney and Sydney
998.7	Sydney	" 8.0	Mines are included. To understand their location, one must know something of the vast harbour. Two miles wide at the mouth, it extends for four miles, and then divides in two arms which reach several miles further inland. Sydney Mines and North Sydney are on the north side of the main harbour. Sydney is situated on the more protected waters of the south arm. In the great harbour the combined navies of the world could easily find anchorage, and ample depth of water in any part of it.

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Sydney Mines, population 7,500. The recent growth of the coal mining operations here is remarkable. In 1900 one colliery with an annual output of 240,000 tons was being worked, to-day five mines are producing 900,000 tons, and the Nova Scotia Steel and Coal Company also operate a modern steel plant equipped with all the necessary coke ovens, coal washers and engineering shops, with a blast furnace and open hearth steel capacity of about 100,000 tons per year. An electric car line connects it with North Sydney.

North Sydney, population 5,500. A shipping port only three miles from the output of the collieries and steel works, has extensive docks with the most modern facilities for coal shipping and ore receiving, the latter equipment being necessary for the handling of immense quantities of ore received from the Nova Scotia Steel & Coal Company's areas in Conception Bay, Newfoundland. This development has given new life here and also to the sister town of Sydney Mines, making them one of the most important industrial centres of the Maritime Provinces. The residential part of the town is well built, and there are some fine old homes along the water front. There is ferry service between here and Sydney. From North Sydney steamers of the Reid-Newfoundland Railway depart daily for Port aux Basques, the sea voyage across Cabot Strait only occupying six hours, connecting there with trains for St. John's, Newfoundland.

Sydney, population 18,000, is the commercial centre of a district that is making rapid strides along the highway of industrial development. Here are located the blast furnaces and



The Steel Works—Sydney

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Montreal

immense plant of the Dominion Iron & Steel Co., the whole works forming practically a town of itself. It is also the headquarters of its allied company, The Dominion Coal Company, operating 23 collieries at Glace Bay and New Waterford. The two make a big concern, owning collieries at Springhill, iron mines in Newfoundland, limestone quarries in Cape Breton, piers and pockets in all the important shipping ports on the Canadian Atlantic and St. Lawrence River, over 120 miles of railway and a line of steamships carrying millions of tons of coal and iron. The corporation also owns thousands of houses, runs its own general stores, has its own relief fund society and numerous up to date things that go to take care of a pay roll of sixteen thousand employees. Sydney has grown in a few years from a small town to a city of Dominion importance. For the visitor on pleasure bent, it has countless attractions. The summer climate is delightful, and although the summer is apt to be tardy it has a pleasant habit of lingering in the lap of autumn. The splendid harbour furnishes every opportunity for yachting, motor boating, canoeing, boating and fishing. Near the city are many trout streams and a multitude of desirable places for a day's outing. The hotel accommodation is excellent. The links of the Lingan Country Club have an established reputation in the golfing world. Bowling green and tennis courts are an added attraction. Steamers from Sydney and North Sydney running to Baddeck, Whycomagh and other points on the Bras d'Or Lake make week-end excursions possible to those places. Steamers also go to St. Ann's Bay and Ingonish, Neils



The Ingonish River

Mls. from
Montreal

Harbor and Aspy Bay. These excursions are delightful in fine weather.

Mira Bay is reached via the Sydney & Louisbourg Railway and is a delightful place for a day's outing. A steamer runs up the Mira River, a waterway of wonderful scenic beauty. On the way, the Railway passes several mining towns and villages, the largest and most important being Glace Bay (population 17,000), where there is a Marconi wireless station.

Louisbourg is the terminus of this line, and the quaint old town is visited every summer by hundreds of tourists. There still remain the grass-grown ruins of its former greatness, but the city as the French built it has vanished from the face of the earth. A monument erected by the Society of Colonial Wars commemorates the first capture of Louisbourg by Pepperell's forces in 1745. Around the rock-bound shores the Atlantic surges sound the only requiem of the city made desolate. Some curious, old-time implements of war have been found around the site of old Louisbourg. A Marconi wireless station is now established there.

TOURISTS TO OR THROUGH CANADA
NO RESTRICTIONS OR PASSPORTS.

Tourists and travellers between United States and Canada do not require passports. The interchange of traffic is governed by the same Immigration Laws of both countries which have been in force for many years past, and due provision has been made to facilitate the entry without restriction of tourist and business travel in or through Canada.

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LA BAIE DE CHALEUR

BRAS D'OR LAKES

STORIED HALIFAX

OUT OF DOOR

in Quebec and the Maritime Provinces.

NOTES BY THE WAY

(Lines Quebec and West)

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General Manager.

- | | |
|--|--|
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Western Traffic Manager, | W. E. Duperow,
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Mining



Deep-Sea Fishing



Lumbering